C8400-1
8/4/82

10th annual freight-car repair directory

RG0372249#MAR63 20229002F713 G
ANDREA SCHWARTZ *
CONGRESSIONAL INFO SVC *
4520 EAST WEST HWY 800
BETHESDA MD 20814

From Santa Fe, the container that does it (almost) all

BEST AVAILABLE COPY

RAILWAY AGE

July 26, 1982

FEATURES

Cover: Model of Santa Fe's versatile new container. *Page 16.*

Page 20

Page 63

16 Santa Fe's almost-all-purpose container
Coal, grain, petrochemicals, packaged dry freight—ATSF's new container, now at the prototype stage, is designed to handle virtually any load by any mode.

18 An answer to locomotive idling?
Microphor says its new LTV system, which permits locomotives to start up in cold weather without idling, can save up to 14,800 gallons of fuel per engine per year.

20 Nebraska welcomes the Sidney & Lowe
The Sidney Car Shops complex, which maintains 1,200 privately-owned unit-train cars, now has its own 11-mile connection with the BN and the UP.

22 Rail Car Nebraska: A proud shop
When RCN took over the Omaha operation five years ago, there were six cars in for repair—but a reputation for quality work led to rapid expansion.

23 1982 Directory of Contract Car Repair Facilities

63 Safetran: A promise kept
"Total systems capability" was the goal enunciated a decade and a half ago. Performance, writes Associate Editor John Armstrong, has matched the promise.

68 Uniform Rail Costing: What it means, why it matters
The Staggers Act has made it more important than ever that railroads pin down their variable costs with precision. URCS could be just the tool they need.

NEWS

4 Short and Significant
8 Conrail: Salvation through cost control
10 Matching jobs with job-seekers
14 First Boston joins the "bullet" team
14 Berwick enters the intermodal derby
14 Amtrak wins Breda contract
15 Budd loses in bid for Ex-Im support
71 The Railroad Market

COMMENT

3 Inside
10 Watching Washington
15 Lines on Labor

DEPARTMENTS

70 Advertising Sales
71 Carloadings
72 100 Years Ago
73 People in the News
73 Suppliers
73 Transit
74 Classified Advertising
76 Professional Cards
77 Guide to Advertisers
78 Products Report

Market

CARLOADINGS

Loadings of revenue freight in the week ended July 3 totaled 333,043 cars, according to the Association of American Railroads. This was a decrease of 71,944 cars, or 17.8%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended July 3 are estimated at 14.4 billion, a decrease of 13.1% below the corresponding week of 1981.

REVENUE FREIGHT CARLOADINGS

	July 3 week	June 26 week
Grain	27,402	22,848
Other farm products	4,048	4,396
Metallic ores	13,607	14,070
Coal	83,798	120,179
Crushed stone, gravel & sand	9,344	9,705
Nonmetallic minerals	8,181	9,265
Grain mill products	11,312	11,268
Food & kindred products	13,014	13,090
Primary forest products	12,796	14,887
Lumber & wood products (except furniture)	6,273	6,791
Pulp, paper & allied products	15,849	16,612
Chemicals & allied products	20,777	21,193
Petroleum products	4,567	4,565
Stone, clay & glass products	9,798	10,170
Coke	4,442	3,948
Metals & products	8,980	8,072
Motor vehicles & equipment	16,044	17,630
Waste & scrap materials	6,807	7,552
Forwarder & shipper assn. traffic	9,306	9,113
All other carloads	46,485	46,248
LCL traffic	213	208
Total Cars Loaded	**333,043**	**371,810**

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended June 26 totaled 38,883 cars (9.5% above the corresponding 1981 week) and 66,511 trailers or containers (up 5.5% from 1981). Cumulative volume for the first 26 weeks of 1982 is 925,533 (up 8.2% from 1981) and 1,642,829 trailers or containers (up 6.3% from 1981).

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended June 14 totaled 4.7 million tons (down 5.7% from 1981). Cars loaded totaled 77,035 (down 7.8% from 1981). Cumulative loadings for 1982 were 97.6 million tons (down 7.0% from 1981).

● *Kennecott Minerals Co.*—Awarded a $2.3-million contract to Morrison-Knudsen's Railroad Division for the remanufacture of four SW1500 locomotives, including options and spare motor-equipment trucks. The locomotives will be used by KMC at its copper facilities at Bingham Canyon, Utah.

● *New York City Transit Authority.*—General Railway Signal is the apparent low bidder on a $5.4-million contract to install a control system for the Crescent Street interlocking. Scheduled for completion in November 1984, the project calls for installation of Generalogic 1 microprocessors, control and indication panels, automatic train stop devices, electric switch machines, color-light signals, track circuits, and wayside steel housings wired with relays, as well as a variety of electronic control equipment.

● *New York Metropolitan Transportation Authority.*—Awarded a $3.3-million contract to Dravo Constructors, Inc., as an extension to an earlier contract for construction management services for the Long Island Rail Road's West Side storage yard. Due for completion in 1985, the yard is designed to accommodate up to 350 railcars.

● *Richmond Leasing Co.*—Has entered into a $25-million equipment financing agreement with General Electric Credit Corp. Over the next few months, Richmond Leasing, a subsidiary of Richmond Tank Car Co., will sell 115 hopper cars and 265 tank cars to General Electric Credit and lease them back for a period of 20 years. Said Richmond Chairman Wayne D. Harbin: "The proceeds from this transaction will be used to replace high-cost, short-term bank debt (1% over prime) with long-term 20-year debt at an effective rate of 12.66%. In addition, at any time during the first five years of the transaction, the company may, at no penalty, arrange debt funding to take out a portion of General Electric Credit Corp.'s remaining investment in the cars in order to further reduce interest cost."

● *San Francisco Municipal Railway.*—Received a $12.5-million grant from the Urban Mass Transportation Administration to assist in reconstruction of Muni's cable car system. The grant, which brings total UMTA commitment for the project to $21.5 million, will help pay for rehabilitation of the cable car barn and trackway.

● *Union Pacific-Burlington Northern.*—Applied jointly to FRA for approval to install a remotely controlled electric interlocking to replace a mechanical plant at a crossing-in-grade of the two roads at Grand Island, Neb.